Proposals sought for Strategies to Reduce Work Zone Crashes

RFP Questions received with answers in *italics*

1. How do you secure various data sets and information, including but not limited to:
   - The location and time of work zones on Michigan trunk lines?
   - The traffic control used for the work zone?
   - Any enforcement conducted on/at the work zone?
   - Work zone crash data?

   a. *It will be up to each research group/vendor to secure the necessary data to conduct the aforementioned study. This will entail working with various federal, state and/or local agencies to ensure the most available and complete data is used. This may include but is not limited to:*
      - *County Road Association(s)*
      - *Michigan Department of Transportation*
      - *Local and state police agencies*
      - *Federal Motor Carrier Safety Division*
      - *Data Websites*
      - *Trade Publications*

(1) The RFP provides a definition of the work zones of interest as "those where construction activities are of some duration (not common utility, maintenance, or moving operations)." There is currently no variable in the Michigan crash data files which makes this distinction. Variable 76 (work zone type) comes the closest, differentiating between "construction or maintenance" and "utility." Using the "construction or maintenance" code would combine "construction activities of some duration," maintenance, and probably moving operations. Is this generally acceptable OR is the intent of the RFP that an attempt to actually differentiate work zone types through a manual review of the UD-10s be made?

   a. *A review of the UD-10's might be necessary to determine the type and kind of work zone. In addition it may be required to check with the Department of Transportation and/or the applicable County Road Commission to determine what construction was planned and/or conducted during that time frame.*

(2)The most-likely variables in the Michigan crash data to be used to identify work zone crashes are variables 76 (work zone type), 77 (work zone lane closure), and 78 (work zone activity). According to the UD-10 instructions (and supplemental notes), whenever a work zone crash is reported, all three of these variables should be coded by the investigating officer in the field. However, using 2004 data as an example, it is clear from preliminary analysis that the total work zone crashes identified using these three variables varied considerably; the range is from 4,341 to as many as 36,684, depending on how coded values are interpreted. Does OHSP (and/or MDOT) consider one of these variables to be more accurate than the others? If so, which one?

a. *No one of these variable is not more or less accurate than another. A review of the UD-10's might be necessary to determine the type and kind of work zone. In addition it may be required to check with the Department of Transportation and/or the applicable County Road Commission to determine what construction was planned and/or conducted during that time frame.*

(3) It is our understanding that MSP's Motor Carrier Division maintains data on crashes involving trucks, especially various kinds of violation information. Can we assume that these data can/will be made available in electronic form (at no cost to the project and in a timely fashion) so that they can be merged with the "standard" Michigan electronic crash data based on UD-10s? Can we further assume that these data are maintained according to AR number in a given year (for matching purposes)?

a. It will be up to each research group/vendor to secure the necessary data to conduct the aforementioned study (there may be costs to this research). This may entail working with various federal, state and/or local agencies to ensure the most available and complete data is used. This may include but is not limited to:

- *County Road Association(s)*
- *Michigan Department of Transportation*
- *Local and state police agencies*
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(4) If it is determined that driver-based violation data (i.e., driver license files) are necessary from the Secretary of State, can it be assumed that those data will be made available in a timely fashion and at no cost to the project?

a. It will be up to each research group/vendor to secure the necessary data to conduct the aforementioned study (there may be costs to this research). This may entail working with various federal, state and/or local agencies to ensure the most available and complete data is used. This may include but is not limited to:

- *County Road Association(s)*
- *Michigan Department of State*
- *Local and state police agencies*
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(5) For a variety of reasons, it will be necessary to access hard copies of UD-10s for actual and/or suspected truck-involved crashes. Can it be assumed that investigators will be able to retrieve copies of the UD-10s at no charge to the project?

a. It will be up to each research group/vendor to secure the necessary data to conduct the aforementioned study (there may be costs to this research). This may entail working with various federal, state and/or local agencies to ensure the most available and complete data is used. This may include but is not limited to:

- *County Road Association(s)*
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(6) In one part of the RFP, reference is made to using state trunk line data only (the specific reference is about traffic control data) while later it is noted that results should be stratified by trunkline/non-trunkline. Is it correct to assume that the entire project should consider the entire road system and not be limited to trunk lines?

a. The project should look at and review construction zone crashes based on the location which may or may not include trunk line and non trunk line areas.

(7) The RFP implies that traffic control and work zone enforcement data may be available for various work zones. Experience (both ours and others) with work zone issues (e.g., the FHWA-sponsored variable speed limit project on I-96) has shown that these types of data are rarely readily available and even if they are, have very questionable accuracy. Thus, a dilemma arises. Considerable funds could be expended on attempting to track down the relevant traffic control and enforcement-related work zone data at, for example, different TSCs around the state, only to find that they really can't be located or are unknown. Should we outline how this can be done and estimate the costs for doing it as part of the project per se or can we show this as an option? While we agree it would be useful to have these data, we do not believe that they exist in enough detail or in a systematic enough fashion to be of use in a statistical analysis.

a. It will be up to each research group/vendor to secure the necessary data to conduct the aforementioned study (there may be costs to this research) and these costs should be documented within the RFP. This may entail working with various federal, state and/or local agencies to ensure the most available and complete data is used. This may include but is not limited to:

- *County Road Association(s)*
- *Michigan Department of State*
- *Local and state police agencies*
- *Federal Motor Carrier Safety Division*
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(8) Given that the proposal is due on 17 February, for budgeting purposes can we assume that a project could be signed (and work officially commence) on 1 April? If 1 April is not appropriate, could you suggest a realistic start date?

a. If all grant paperwork and requirements are met and approved in a timely fashion, then on or around April 1 could be a project start date. That most likely will be the earliest this project would start.